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TUESDAY, APRIL 2, 1918.

Traction Unification.

The promise of nothing less than a revolution in local traction conditions is held forth in the significant action taken by the board of directors of the Washington Railway and Electric and the Capital Traction companies yesterday.

The corporations now stand out in the open as advocates of unification. The actual initiative in working out a tangible, concrete plan for a joint operation has come from them. It is clear that they have recognized that they must keep pace with the times, surrendering private interest to public emergency; and that the last roots of reactionary, resistant spirit to the requirements of the new Washington—as it has been fashioned in the past few months on the anvil of the mighty American war machine—must be torn out of their counsels completely.

So far as we have been able to discover, no voice will be raised against the general plan of unified management that is proposed. When Messrs. Hamilton, Hanna and Guy, representing the Capital Traction Company, and Messrs. Ailes, Truesdell and Ham, representing the Washington Railway and Electric Company, get together over the conference table, as they will within three days, they should be able to make an announcement of their plan in short order, and the details can be worked out in conjunction with the Public Utilities Commission, which naturally will have to approve the entire proposal before any progress can be made upon it. That it will do so, we have no doubt. Mr. Brownlow was quoted last night as saying that he would unhesitatingly approve any phase of the project that seemed in the public interest.

There are two esential features of the highest public interest involved in unification:

1. Universal transfers.
2. Rerouting of cars and remodeling of lines.

Universal transfers have been a stumbling block in Washington for more than a decade; neither company was willing to accept the obvious curtailment of earnings that would result from them. Nor was their logic without justification. They stood on their legal rights and on the stipulations of their charters.

The day for true corporation statesmanship, however, has arrived; and we take it that one of the first implications of a joint management of the two companies will be the establishment of a universal transfer system. It is to be hoped that the companies will be able to effect such economies and such new efficiency in joint operation as to counter balance the loss of revenues involved in the universal transfer system.

The possibilities involved in welding these two traction systems into a unified and integrated whole are too big to be considered here. They should be of the highest advantage to the local public; should do more to eliminate congestion than any other agency could possibly do. For instance, just as a suggestion: Suppose the Fourteenth street line of the Capital Traction Company should be permitted to use the Washington Railway and Electric tracks from Pennsylvania avenue, at Fourteenth street, north to New York avenue. This would eliminate the clumsy swing of this line along Fifteenth street, and would clear the "throat of the local traction situation at Fifteenth street and New York avenue" of much of the present intolerable congestion. There are dozens of other details of remodeling of lines that could be adopted with obvious advantage to the public and to the companies themselves.

Curiously enough, there is nothing in the resolutions adopted by the boards of directors of the two companies yesterday indicating that unification was regarded merely as a temporary, or war, measure. In other words, whatever improvements result from it will be made on a permanent basis. It looks as if a new day had, in fact, arrived in the public utilities situation in this Capital City of ours.

At this junction a brief review of the two corporations may be of interest to those residents of the city who are comparatively new to Washington. The Capital Traction Company is now thirty years old—having been formed under an act of Congress passed June 23, 1888—and is the consolidation of the Washington and Georgetown Railroad Company, which was established in 1862, and the Rock Creek Railway Company, which was created in 1880. It has issued $12,000,000 of capital stock, has a funded debt of $5,611,000, and in 1916 had gross earnings of $2,289,250, and net earnings of $1,182,647. It is now paying 5 per cent on its stock.

The Washington Railway and Electric Company has a much more involved history. Unfortunately, in the early history of Washington, horse car lines sprung up like mushrooms everywhere, without coordination, having no relation one to the other. Apparently it was the easiest thing in the world to get a franchise to use the public streets in those days. The present system is the result of the amalgamation of no less than eleven companies—the Metropolitan Railroad, the Columbia Railway, the Anacostia and Potomac, the Georgetown and Tennallytown line, the Brightwood line, the Washington, Woodside and Forest Glen line, the Washington and Rockville line, the Washington and Glen Echo Company, the City and Suburban Railway of Washington, the Potomac and Electric Power Company and the United States Electric Lighting Company.

The merger of this congeries of neighborhood lines was a huge task; but it was accomplished in 1902 with obvious benefit to the Washington public. The Washington Railway and Electric Company now has issued $6,500,000 of common stock and $8,500,000 of preferred. It has a funded debt of $16,471,350, not including the funded debt of its subsidiary companies, including the Potomac Electric Power Company. In the past few years, under the King administration, its dividends have been forced up to 1½ and even 1¾ per cent quarterly—but that is a story which need not be gone into here. That episode in its history ended with the retirement of Mr. King from the presidency. The gross earnings for 1916 were $5,539,465 and the net earnings $2,286,489.

When two such lines as these are ready to unite in the interest of efficiency, economical operation, the extension of the service in compliance with public needs, the surest possible measure has been taken against possible government operation of the lines. They have proven capable of reform from within, of a response to the public welfare, that their critics have denied them. The results of this initial action on the part of the companies will be eagerly awaited by Washington.

Reassurance.

Let us not lapse into the cheapest of our national moods—overconfidence and easy optimism. Let us not hold the enemy too lightly. Let us wait and see what the morrow brings forth—and then the day after tomorrow.

Nevertheless the unbroken flow of good news from the front yesterday must give London and Paris much the same kind of feeling that Washington felt after the third day at Gettysburg. It is the most glorious feeling in the world—to be morally certain that you have met the enemy at his worst, and that you have trumped his best card!

The Hindenburg-Ludendorff machine is floundering in the mud of Picardy, and in the slow but steady attrition of its Berserker-like energy. It is now striking wildly and in vain. Both the British and the French are hitting telling blows against it, burying deadly little rapiers in its huge, gaping flanks, worrying it with the stinging stabs of counter offensives all the way from Arras to Noyon. That is what we can read into the dispatches of this morning. The Boche is at bay. He is breathing hard. The situation has passed out of his control; he can no longer force the pace and make the fight, compelling his enemy to meet him according to his own predigested plans. That great privilege has now passed to Ferdinand Foch.

We have no inkling yet as to where he will deploy his Army of Maneuver for his big blow; we do not know whether he will allow the enemy to commit himself more fully to his present rather untenable position, or will strike without further dalliance. Certainly it would seem on the surface of things as if his great hour were at hand. The German is held, baffled, spent and tired; his artillery is lumbering along in the muddy roads somewhere to the west of him, not yet emplaced to re-enforce the infantry in its present desperate thrust at Amiens; his divisions have not been welded into a single line; his reserves are thinned, almost to the danger point.

Foch may strike at once, or he may choose the Fabian policy. Clearly we have no real information relating to the Army of Maneuver, which now holds the key to the situation. It may not be in the proper position to strike. An English expert declares that it is unwise to place too much reliance on this reserve army until it has actually proved its efficiency in the battle test. He points out that the British public for three years has enjoyed the most highly colored romances about this self-same Army of Maneuver, and yet at the battle of the Somme, at Arras, at Cambrai, it was more conspicuous by its absence than by its presence. The mobile reserves of the British and French armies is a subject upon which Paris and London have maintained absolute silence for more than three years. It may be that it is only now being welded into an efficient unit, with striking power sufficient to deal the blow that Foch is preparing. It is significant that 100,000 American soldiers are going to be a component part of its make-up.

Nevertheless there is such an army, and it has not yet been called into play. It is inconceivable that Foch will not find dozens of divisions of fresh troops to throw into the fray at the critical juncture. He may be thinking far ahead—even of July and October, perhaps—if he believes that the true magnitude of the German thrust is yet to be disclosed. There is no need of throwing them into the combat now if the troops already in line under Haig and Petain are sufficient to hold the Arras-La Fere offensive. They can be held until Hindenburg shows his battle plan in its entirety.

Perhaps before Hindenburg and Ludendorff write "finis" on this year's colossal struggle America will be at the front more than a million strong. If we send over 85 per cent of the troops now in the cantonments before August 1 we will have accomplished a miracle of transport—and have an army on the scene which will be "in at the death."

Build the Ships.

A month or so ago the Shipping Board announced that no contracts for wooden vessels would be let until there was a survey made of the lumber available.

On March 9 Mr. H. B. Van Duzen, of Portland, testified before the Commerce Committee of the United States Senate that 200 vessels of 3,500 tons each could be built in Oregon from available lumber. He also told the committee that the lumber output of Oregon alone in 1917 was 1,600,000,000 feet. Mr. J. H. Bloedel, of Seattle, told the committee that Washington, in one year, could produce 250 ships.

Lloyd J. Wentworth, district supervisor of the Shipping Board for the Columbia River, testified that 200 ships could be built annually in the State of Oregon. The Shipping Board has 53 ways capable of building 106 ships per year. It is said that 78 contracts for wooden vessels have been let, and some have not yet been begun.

A. Portland, Oregon, shipbuilder testified that the postmaster reports there is a surplus of labor in Portland. There are really 1,326 vacan houses in Portland and 4,000 men are available, he said, for shipbuilding. He also said that 75,000,000 feet of lumber had been shipped to Eastern markets. These shipments required several thousand cars to transport, and that during a car shortage.

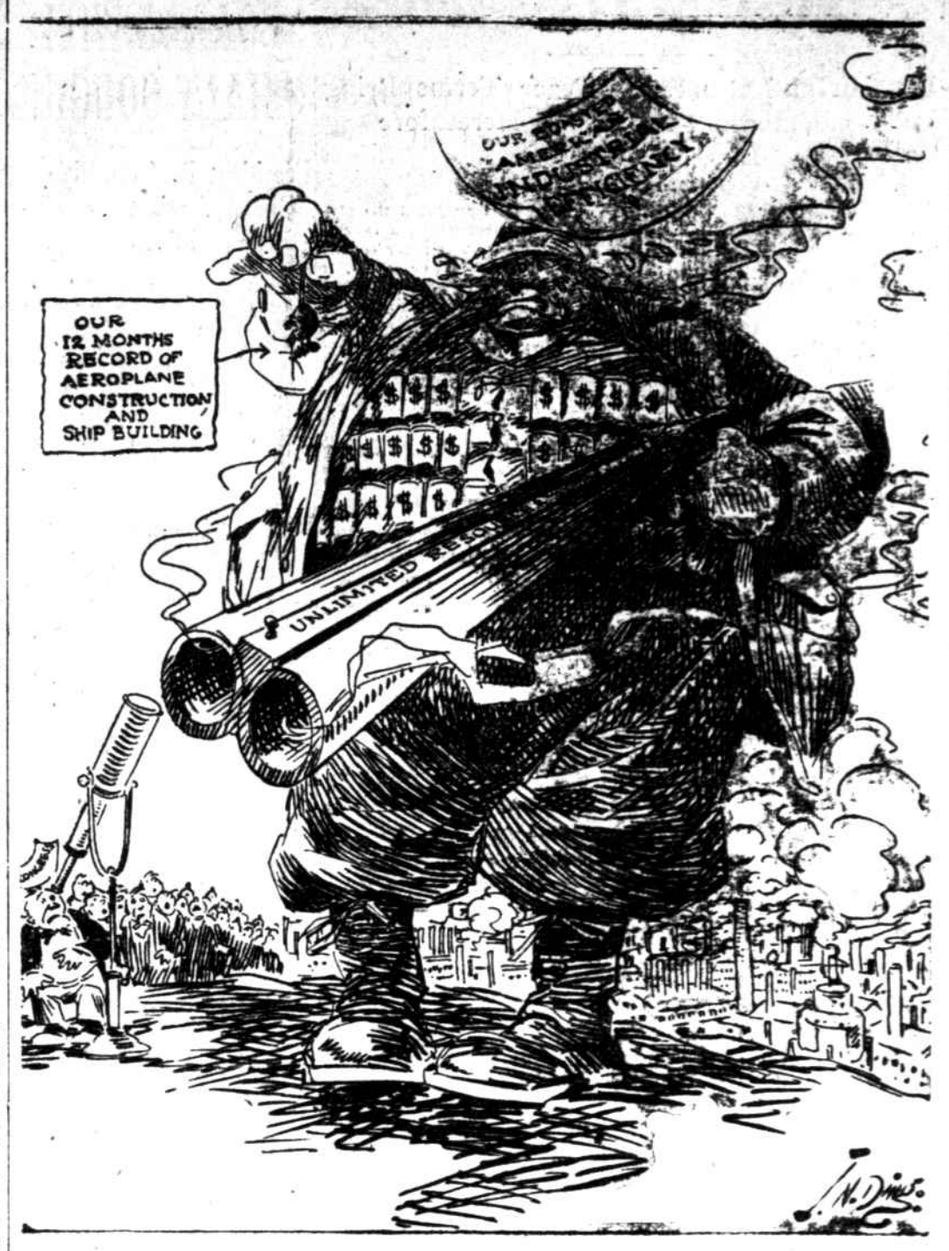
To build ships the logs must be cut in summer. If contracts were given now for wooden ships the whole shipbuilding program would be improved and hastened. The present plan of not giving contracts to any concern except those now holding contracts would seem to limit the production. If other firms owning yards can build the ships why not let them build them? We need the ships, so why limit our orders to yards already forced to their fullest capacity?

Paris, April 1.—No one here has seen Von Hindenburg, due today.

"Plenty of eggs and no cases" is the latest. Just one shortage after another.

There's an Irish song in which Erin is described as "A Little Bit of Heaven." Of course this is true—we haven't the nerve to even question it, but we are equally certain that in the making of the Green Isle there was "a little bit of heaven" left over and transplanted to Chevy Chase. There you open your eyes mornings to the music of the lark.

"THE MOUNTAIN LABORED AND BROUGHT FORTH A MOUSE"



"Congressional Government" was written by Woodrow Wilson in the years 1883 and 1884. Subsequently, upon the translation of the volume into French, in the year 1900, the Princeton head wrote a preface, this being atached to what was known as the fifteenth edition of his work.

We will start with this, as it contains some interesting statements, some of them indicative of the thoughts that must be coursing through the President's mind once in awhile nowadays.

The first impressive paragraph reads, in conection with his explanation that the obsolescence of the original manuscript might be charged by its comparison with conditions of fifteen years agonow is the time for fifteen years later:

"Neither did I give sufficient weight, I now believe, to the powers of the Secretary of the Treasury. However minutely bound, guided, restricted by statute, his power has proved at many a critical juncture in our history—notably in our recent financial history—of the utmost consequence. Several times since this book was writen, the country has been witness to his decisive influence upon the money markets, in the use of his authority with regard to the bond issues of the government and his rights to control the disposition of the funds of theTreasury. In these matters, however, he has exercised, not political, but business power. He has helped the markets as a banker would help them. He has altered no politi- He has merely made arrangements which would release money for use and facilitate loan and investment."

This idea of the importance of the office no doubt led President Wilson to select his Secretary of the Treasury with the utmost care. But different than conditions were when Mr. McAdoo was first named are the conditions which greet him now. The importance of managing the country's business is a vast one and the President evedently foresaw that a man to meet a crisis must be installed in office at the outset and must be ready to meet whatever burden might be thrown upon him. The additional duties of railroad director and manager of a great insurance bureau he deemed but proper diversions of the financial responsibility.

Confidence of the country in the head of the Treasury Department was also necessary, Mr. Wilson suggested. He said at the time that the country felt much more secure with an experienced banker like Mr. Gage in the office "than when an inexperienced politician is in charge of it." Mr. Wilson's own Treasury Secretary happened to be the chairman of the Democratic national Committee at the time he was named to the place. But the political phase of his nature did not predominate. He was a financial promoter and organizer of first magnitude, a man who saw clearly into the principles of finance and come time far beyond them into a new and undiscovered world. He was construct ively a superbanker. The counting of money and its loan and the details of banking Mr. McAdoo left to others. He himself sat in the back room, far away from the crowd and yet closely in touch with its needs, and thought out new ways in which it might be aided and at the same time in which the great institution he was running might also increase its prestige and its resources.

If Woodrow Wilson were to write again on this subject he would revise his remarks, like the Dingley tariff, "not downward but upward." That is all the change he would have to make—and in justice to the accomplishments of the Secretary in his own cabinet he would have to write an encomium even more enduring than he did for the one who held the position in President McKinley's cabinet.

The nonpartisan league is not meeting the success it planned to in the West. Reports from that section are that activities have ceased in some directions. Open meetings are not of a comon occurrence, but appear to have been supplanted by clandestine affairs not bothersome in effect, but offering a sometime sufficient outlet for the thoughts of the agrarians who haven't yet fallen in constant step with America's war aims. The great battle going on at the present time in the league's ranks is that of establishing its loyalty. The membership appears to be more desirous of squaring itself with America's war aims than are some of the leaders. In spite of this, however, where the process has been achieved, the members retain their right to act independently. They do not yield so readily to the statement that one has to be loudly for the war or he classed as disloyal. Assailants of the league, in some communities, are doing much to weld the league together by making this charge. On the whole the league is in the formative state, however. It still remains to be seen what the farmers are to do with it—and the labor elements which have been reported as friendly to its purposes. It may be that the league's influence will not be clearly established until the silent vote, subject to enrollment in it, has indicated whether it will come solidly to its standards or whether it will scatter its support among candidates. To a considerable extent what happens will depend upon the attitude taken by the candidates themselves and by the organizations and influences which are behind them.

Out of the war will come mightly influences to make the process of Americanization a more thorough one for those who want to leave Europe and make their homes here. In this respect we have been sadly derelict in our duty. The renunciation of allegiance to other potentates and powers has been a frivolous ceremony in the observance. It meant lip service, and sometimes hardly that. Our future citizens are to understand better their duties in this direction. They will be taught patiently but insistently some of the duties that go with American citizenship. They will be subjected to more rigid tests and will be compelled to respect the new realm into which they will be allowed to enter. The melting pot must also be a scouring pot for those who want citizenship here—they must be washed clean of all foreign taint, and must believe in their hearts—and show that they believe it—what they say with their lips when they take on American citizenship. Future America will be molded together from the outset, and will not leave the process until a time when sediment and refuse enter into it to make the process impossible.

Debate on the Overman bill will indicate this week to what length the President wants to go in giving himself unusual powers. It will also show to what extent partisan activities have been present in affairs, and what Senators who have been urging co-ordination believe would be accomplished by passage of this measure. There are likely to be several points of interest about the debate, and if this can be staged without acrimony the American people will be considerably enlightened and benefited by the discussion.

THE OBSERVER.

A LINE O' CHEER EACH DAY O' THE YEAR.

By John Kendrick Bangs.

HOLD FAST.

That man can ne'er grow old who keeps secure
Within his heart and soul some of the joy,
All free of care, in quality so pure,
Of being spite of years an eager boy.

Hold fast to Boyhood, friend. The hours will fly,
Your brow will bear the mark of fleeting days,
And TIME may dim the luster of your eye,
But HEARTS stay young that cling to youthful ways.

(Copyright, 1918.)

The War Is Causing a Decrease in the Number of Lunatics.

Evidently a great national struggle makes for mental steadiness. For the past two years there has been a decrease of over 3,000 in the number of insane persons cared for in England and Wales. This fact is thought-provoking because before the war the yearly statistics showed a constantly increasing number of lunatics.—Popular Science Monthly.

(Special Correspondent of The Washington Herald.)

New York, April 1.—The Metropolitan, sacred temple of operatic music, will become the home of the trick custard pie for the summer season. Where the golden notes of Caruso and Farrar thrilled the blaze and bejeweled occupants of the Diamond Horseshoe circle, Charlie Chaplin propelled by his ridiculous feet will slap the innocent banker in his serene face with a loose custard pie.

Sam L. Rothapfel, who in the cinema world is the Shakespeare, Beethoven and George M. Cohan all rolled up into one, has leased the Metropolitan Opera House for the summer and will make a movie palace out of it. Lena and Jake from the Bronx will knock their shins against the rare furniture in the boxes and in the foyer, the show ground and promenade of society, a blonde young ticket seller will sell tickets by the yard to all comers.

Billy Guard, the publicity impresario of the Metrolopitan, squeezed out several large tears when he heard the news. Billy is temperamental and he considers the movies worse than nothing at all. He has hurled away his Socialist cravat and Beethoven cape and soft hat and bought himself a flock of fried egg derbies of pearl gray, a black and white checked suit, black shoes with white uppers and a waistcoat showing a birdseye view of Longacre square lit up. He is ready for the worst.

Opera fans were, of course, shocked by the news that the movie had invaded the Metropolitan. They would get over it, however, if they dropped into the Rialto or Rivoli any night. These are the movie palaces that Rothapfel controls and in front of them nightly are long lines of mauve and tufted limousines, waiting for the choice names of the blue book lolling about inside in the perfumed interior of the theaters.

Instead of the neatly printed notices on the bill boards outside of the opera house, there will soon be seen the flamboyant three sheet of Theda Bara as a vampire tempting Nat Goodwin to sin.

The possibilities of the art will be unlimited in the vast interior of the Metropolitan. A screen can be erected high enough to show Doug Fairbanks climbing all the way to the top of the Woolworth Building and jumping off. A custard pie battle the width of a whole city block can be shown. For once the movie actor playing opposite Fatty Arbuckle will be able to get into the picture. Hurrah for Rothapfel and hurrah for Hamish McLaurin, who believed so much in Rothapfel that he quit a highbrow newspaper job to sing his praises in the press.

One of the women arrested as a spy in New York recently lived in one of the more sedate hotels on Fifth Avenue. Her wardrobe revealed 100 gowns, 50 hats, 40 pairs of shoes and hose, equally elegant and various. The secret service men also learned that the spy drank a pint of champagne with her breakfast, ate terrapin for lunch and kept a valet for her shaggy little Pomeranian. Her bill for bonbons at one store was $150 a week.

Emerson advised self examination. A wild young man rushed breathlessly into the Jefferson Market court and demanded the arrest of his two companions. He was searched and the $29 he accused them of stealing was found on his person and in addition a big revolver was found for which the young man must go to prison.

In a restaurant on lower Broadway known the pre-war days by a German name, but now called the United States, a group of soldier boys on leave entered. Business has been dull at the place. They inquired of the waiter the reason for the lack of trade. He told them of the pre-war name and also said that the owner had four sons at the front. "Put up a service flag in front" said one. They did the next day. Business is picking up.

Walks & Talks With John D. Barry

HELPING THE YOUNG

"I was much interested in your analysis of the woman who 'preened' herself on her success in getting men liberated from prison. Doubtless there are many sad cases of that sort; but I should like to hear your suggestion as to some constructive work being done to help nice young men who have never stolen nor destroyed property nor injured anyone.

"For the life of me I cannot see why it is not just as comforting to one's amour propre to encourage boys who are hungering and thirsting for good books and for good art and good music and trying to keep clear of bad influences by not drinking, not gambling, and not keeping bad company. Indeed, I believe that all such should be our first care and then there would be fewer that would drift jailwards.

"I wish you would give us a few paragraphs on the theme, 'How to keep our boys and girls out of jail, or near-jail. Then we should have greater cause to rejoice than by merely getting them out after they have gotten in.

"It is generally a defective or feeble-minded brain that shows lack of prudence and forethought, and that thinks to follow the forbidden is great sport. That is the thing in a nutshell. How shall we encourage the other kind that has an instinct for beautiful art, music and books, so that they may grow up in ways of enlightenment and keep clear of 'the madding crowd?'"

This letter impresses me as being a very clear presentation of an attitude frequently expressed nowadays. In some of its comments, however, it does not seem to me to be quite fair. The lady I wrote about did not really "preen" herself on her success in getting men liberated from prison. She was merely delighted to discover that she had power she could put to social use. She expressed a very admirable feeling, in no way associated with conceit or vanity or any other kind of self-love.

Many people speak as if there were a conflict between helping men in prison and helping men who lead good lives. In a sense there really is. "If I had a prison record," I once heard a man say, "I suppose I could find people who would get me a job. But as I haven't I can't get anyone to do anything for me."

What he said was not literally true. There were many people trying to help men in his situation. But it was true that certain people he knew or knew about were devoting considerable time and effort to securing work for prisoners, the reason being that they knew prisoners, as a rule, had a desperately hard time finding and keeping work.

In this instance, I imagine that the critic of the sympathy and help now given to prisoners is ispired by a warm interest in constructive work. It surely is good to do everything possible for young people who have never stolen or injured anyone and for boys who are hungry for the things of life that are really worth while and who avoid the influences making for evil. They obviously ought to be included in "our first care." As a matter of fact, they are the first care now. But it is plain that they have not been given care enough. Anyone who looks at the problem of dealing with the young in our civilization knows that they have not been rightly used. They have had to have prophets like Ellen Key and Jane Addams to educate the public to the idea that the youth of the race merit the greatest of all consideration and that the more they get the more they have to give as they grow into maturity.

In dealing with children society has been very short-sighted. It has taken many years to wake up. But it is now so concerned that we are living in what has been called, with some justification, "the century of the child."

"It is generally a defective or feeble-minded brain that shows lack of prudence and forethought and that thinks 'to follow the forbidden is great sport.' That is the thing in a nutshell.

Let us assume, for the moment, that it really is the thing in a nutshell. What is to be done about the defectives and feeble-minded? After coming into the world with a handicap are they to be further handicapped by being shut up in institutions of disgrace called prisons and made to feel like outcasts and to become haters of society? Their helpfulness leaves them not less appealing, but more so. Work that is done for them does not in any way detract from work done to keep others from being like them. On the contrary, it is likely to be their means of encouraging the other and even more important kind of work.

But is it really true that prisoners are generally defective or feeble-minded? On this point there is a wide difference of opinion. Many of them, it is plain, are feeble-minded and ought to receive medical and psychological rather than punitive treatment. They are the most pitiful cases of all. Many others are defective in ways that lead them to break the law and are partly, if not wholly, irresponsible. A large number are prisoners as the result of circumstances, often of circumstances that are a shame and a reproach to society. They can be helped and, in most instances, restored to peace of mind and healthy, serviceable activity.

It is men of this last kind that the woman I write about wished to help. She knew that many blunders were made in the operation of the law and that they caused a fearful amount of social waste and avoidable anguish. She also knew that by being able to help the friendless her worth as a friend became greater than she had realized. If more people shared her enuthsiasm for service there would be a wider understanding of the causes leading so many young men into prison and there would be a stronger effort to protect boys from temptation and to give them opportunities for growth and the joy of life without resorting to the adventuring leading jailwards.

As for the constructive work in behalf of the young, it is only beginning. It is related to those changes in the social order that are bound to remove the gross inequalities and put the children of the poor at no hideous a disadvantage. We can't have a really fine body of children in the nation till all the children have a good chance to enjoy the fruits of the earth, to be well-nourished, to live in clean, stimulating conditions, and to be thoroughly equipped for the struggle of life. Those who work for a better social order are working for children, all chilren, those now headed for jail and those who could not go to jail under any circumstances.

Sly Shots at the Solons.

By THE OBSERVER.

Some folks on the Hill believe that no small glory for the condition of the navy should go to the Assistant Secretary, Franklin Roosevelt. But probably Mr. Daniels was responsible for Mr. Roosevelt, so there you are.

Mississippi's State legislature was the first to ratify the Federal prohibition amendment, but there is not yet a total agreement between the senators of that State on this subject. Vardaman is a dry—and John Sharp Williams is not. By the way, who is David Lloyd Jones?

This is election day in Wisconsin—and "Jimham" Lewis more than four hundred miles away.

Col. George Harvey's suggestion of doing away with the Presidential election might not be followed literally, but the effect could be gained through the usual channels. The Democrats could nominate the President for a third term and nearly everybody could then vote for him.

But what would become of Mr. Bryan's Presidential ambitions if this took place? Certainly, Col. Harvey never thought of this when he spoke.

If the House became Republican, Julius Kahn would become chairman of the Military Committee—and Tom Butler would head the Naval Committee—and Frank Gillette would head the Appropriations Committee.

Did you ever stop to think of the various kinds of Republicans there are in the Lower House from California? If there are any more varieties we would like to see them brought out.

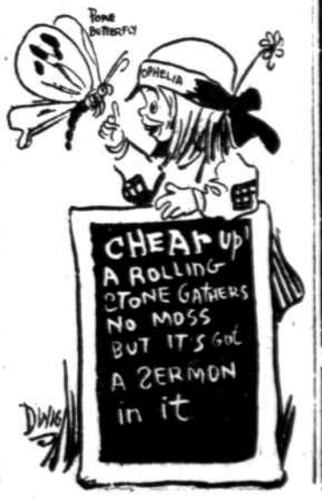
Young Mr. Hays, Republican chairman, is going into the State of California, by the way, within a few weeks to speak and to gather honey from each political flower he stops to touch. His friends told him to "have a care"—and he may have more than one before he gets out.

Several weeks ago Howard Coffin, of the Aircraft Board, had an interesting tale in the Saturday Evening Post about our aerial progress. It would make interesting reading now, indeed.

Ches Jurney, secretary to Senator Culberson, has been searching for years for the man who likened his State to regions given prominence by Billy Sunday. He says that fellow will see the difference one of these days.

We are sorry to inform the public there is a vacancy in the chairmanship of the Senate Committee on Disposition of Useless Papers in the Executive Departments.

OPHELIA'S SLATE.



AMUSEMENTS.

NATIONAL Tonight at 8:20. Wed.—Mats.—Sat.
GENERAL POST WM. COURTENAY THOMAS A. WISE
Next Week—The Laughter of Fools

Belasco—Tonight at 8:20. 50c to $2.50. Mat., Wed., 25c to $1.50.
WILLIAM MAXINE
FAVERSHAM ELLIOTT
IRENE MACLYN
FENWICK ARBUCKLE
IN "LORD AND LADY ALGY."
Next Sun. "LOVE O' MIKE" With GEORGE HASSELL.

B. F. KEITH'S 25c AND UP
DAILY 2:15 8:15 SUN 2:30 8:15 HOL'YS 2:15, 5:15, 8:15 and 9:15
NOTE—Daylight Saving Hours.
LILLIAN SHAW — Premier Vocal Dialect Comedienne
RITA MARIO — and Her Orchestra of 30 Girls
Alice Els, "The Weaker One," Santoe & Hayes, Moran & Mack, Other Hits.

POLI'S THEATER Tonight, 8:15. Matinees Thurs. and Sat. 1,300 Seats at 25c.
POLI MUSICAL COMEDY PLAYERS
THE WIZARD OF OZ
The Theater Pays the War Tax. Prices, 25c, 50c, 75c, $1.00
Next Week—"Very Good Eddie"

GAYETY Burlesque De Luxe.
CHAS H. WALDRON'S
Bostonian Burlesquers
WITH FRANK FUNNY-FINNEY.
Next Week—Billy "Beef Trust" Watson.

STRAND
ALL THIS WEEK
MAETERLINCK'S
THE BLUEBIRD
Artcraft's Artistic Triumph
Continuous, 10 A. M. to 11 P. M.
WITH
Special Ballet Prologue
Original Scenery, Lighting, Etc.
1:45—3:45—7:45—9:30

GARDEN
TODAY—LAST TIME
IRENE CASTLE
IN
"Sylvia of the Secret Service"

LOEW'S COLUMBIA
Continuous 10:30 A. M. to 11 P. M.
Morn., Aft., 10c, 15c. Nights, 10c, 15c, 25c
NOW PLAYING
ELSIE FERGUSON
in "The Lie."